



**California Interregional Blueprint
Interim Report Stakeholder Workshops**

Sacramento • November 4, 2011 | Los Angeles • November 8, 2011



**CALIFORNIA
IS THINKING BIG, REALLY BIG**

INTEGRATING CALIFORNIA'S TRANSPORTATION FUTURE

California Interregional Blueprint
Interim Report Stakeholder Workshops

WELCOME/KEYNOTE ADDRESS

Governor Edmund G. Brown Jr. (Invited)

Traci Stevens, Acting Secretary, Business, Transportation and Housing Agency

Malcolm Dougherty, Acting Director, Caltrans

AGENDA REVIEW AND INTRODUCTIONS

Martin Tuttle, Deputy Director, Planning and Modal Programs, Caltrans

CALIFORNIA INTERREGIONAL BLUEPRINT AND CALIFORNIA TRANSPORTATION PLAN OVERVIEW

Sharon Scherzinger, Division Chief, Division of Transportation Planning, Caltrans

PANEL AND AUDIENCE PARTICIPATION: STATEWIDE MODAL PLANS

Pam Korte, Project Manager, California Interregional Blueprint, Caltrans

- Caltrans Modal Plan Representatives (Aviation, Freight, Highways, Rail, and Transit)

PANEL AND AUDIENCE PARTICIPATION: CALIFORNIA INTERREGIONAL BLUEPRINT

INTERIM REPORT - *Role of Regional Transportation*

Plans and Sustainable Communities Strategies in a Statewide Context

Sharon Scherzinger, Division Chief, Division of Transportation Planning, Caltrans

Working Group Representatives

- Matt Carpenter, Sacramento Area Council of Governments (Sacramento Workshop)
- David Ory, Metropolitan Transportation Commission (Sacramento Workshop)
- Andrew Chesley, San Joaquin Council of Governments (Sacramento Workshop)
- Muggs Stoll, San Diego Council of Governments (Los Angeles Workshop)
- Doug Williford, Southern California Association of Governments (Los Angeles Workshop)
- Doug Ito, California Air Resources Board (Sacramento and Los Angeles Workshops)

CLOSING REMARKS

Martin Tuttle, Deputy Director, Planning and Modal Programs, Caltrans

ADJOURNMENT

CALIFORNIA IS THINKING BIG, REALLY BIG



Overview

The California Department of Transportation (Caltrans) welcomes you to the California Interregional Blueprint (CIB) Interim Report Stakeholder Workshops – Integrating California’s Transportation Future.

The CIB planning process builds on regional blueprint efforts and charts the State’s vision for a future multimodal, globally competitive transportation system. The CIB also responds to SB 391 (Liu 2009), the State’s parallel legislation to SB 375 (Steinberg 2008). SB 391 requires the State’s long-range transportation plan, the California Transportation Plan (CTP), to address how the State will achieve maximum feasible reductions in greenhouse gas emission (GHG) by identifying the statewide, integrated multimodal transportation system needed to achieve these results. Along with responding to SB 391, the CIB Interim Report provides the foundation for the next California Transportation Plan – CTP 2040.

The initial requirement of SB 391 is why we are here today. Caltrans must prepare an Interim Report for the California Transportation Commission and the California State Legislature by December 31, 2012. The CIB Interim Report gives us a start on identifying a sustainable transportation system by pulling together the State’s long-range modal plans (highway, freight, rail, transit and aviation) and programs (like Complete Streets that ensure access for bicycles and pedestrians) to create a clear picture of the future system.

Our first panel discussion today introduces participants to these modal plans and their contribution to the CIB’s goals. The next CTP will tie these plans and programs together even more so through a package of analytical tools, data, and models that will measure the system’s performance. This brochure provides a brief overview of these plans and programs.

Today’s second panel tackles the next major component of the CIB Interim Report – how the region’s Sustainable Communities Strategies (SCS) will influence the configuration of the statewide transportation system. Our panelists, consisting of members of the CIB working group, will discuss their region’s SCS development in a statewide context, and the Air Resources Board will give their perspective on the relationship between SB 375 and SB 391 in meeting our GHG goals. By layering the SCS over the future State system, the CIB will help Caltrans and regional agencies evaluate how well State and regional plans address the future demand for interregional travel, while meeting goals for a sustainable, safe, and complete transportation system, ultimately improving decision making at the State, regional, and local levels.

California is thinking big about the future of transportation. We’re creating a long-term process for sharing data and sustainable planning that creates smarter mobility for everyone. We look forward to hearing your ideas on making our transportation system one of the most innovative and sustainable in the world.

INTERREGIONAL TRANSPORTATION STRATEGIC PLAN



Overview

The 2011 Interregional Transportation Strategic Plan (ITSP) is being created by Caltrans to provide updated guidance for statewide transportation system development that connects California's major urban areas and regions via highway and passenger rail. This update to the original 1998 ITSP will reflect legislative and policy changes affecting highway planning, identify route improvements that have occurred since the 1998 plan, and address new matters that were at issue in 1998. This update does not remove or add routes as compared with the previous plan. The 2011 update is expected to be completed by the end of 2011.

Background

The 1998 ITSP was written in response to the passage of Senate Bill (SB) 45 in 1997. SB 45 significantly restructured the process for programming State transportation funds, with 25% of the State Transportation Improvement Program (STIP) funds going to Interregional Transportation Improvement Program (ITIP) projects and 75% going to Regional Transportation Improvement Program (RTIP) projects. The ITSP identifies priority interregional projects for funding consideration under the 25% funding share going to ITIP

projects. Funding from the ITIP is provided for both highway and passenger rail projects. Passenger rail planning issues are addressed by the companion California State Rail Plan Fact Sheet that appears elsewhere in this CIB document.

Purpose

A primary purpose of the ITSP is the identification and prioritization of highway system improvements for the Interregional Road System (IRRS). The set of highway routes that constitutes the IRRS was identified in statute in 1989 and includes 93 State Highway Routes or portions of routes (out of 244 State Routes).

The 93 routes include a subset of 34 High Emphasis Routes that are of particular importance from a statewide perspective. There is a further refinement of the 34 High Emphasis Routes that identifies 10 Focus Routes. These 10 Focus Routes represent the IRRS corridors that are of highest priority for completion to at least the "minimum facility standard" (upgrading to freeway or expressway) during the 20-year planning horizon of the ITSP. In general, the 10 Focus Routes roughly create a north-south and east-west grid of state highways that connects all of California's major urban areas and regions. The ITSP identifies specific projects needed to bring the Focus Routes up to the concept standard.

Updating the ITSP – New Considerations

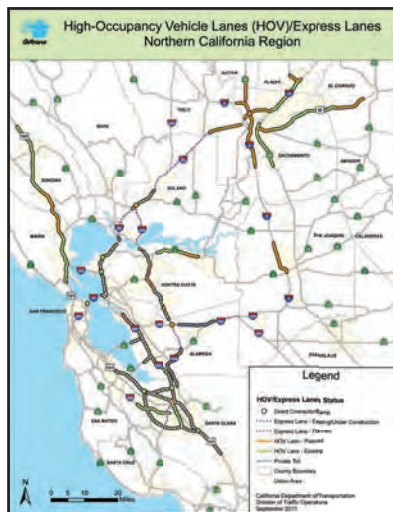
The 2011 ITSP addresses a broad range of modes and transportation planning strategies so that it helps inform the development of other Caltrans planning efforts such as the CIB, the State Rail Plan and the Freight Mobility Plan. In addition to upgrading key highways to better meet interregional travel needs, highway planning at Caltrans is focusing on optimizing the use of existing facilities through corridor system management, completion of interconnected High Occupancy Vehicle (HOV) or managed lane network in our large urban areas, and real-time multimodal operations on some of our most congested urban transportation corridors. At the same time that we're developing high-tech, high-

capacity managed lanes, we're also working to meet the needs of all travelers by implementing Complete Streets concepts that better serve pedestrians, bicyclists and transit riders.

All of these projects and system management strategies are being refined to create a statewide vision for an integrated, multimodal transportation system that will complement regional plans and land use, as well as assist the State in meeting future emission standard requirements. Both the CIB and ITSP documents will act as planning tools that can be used to diversify intermodal systems resulting in a more efficient and comprehensive transportation system. Such coordination efforts are crucial to creating a balanced and sustainable interregional system.

Next Steps

It is anticipated that the 2015 ITSP update will reevaluate the list of High Emphasis Focus Routes and associated projects to coincide with the release of the California Transportation Plan in 2015. The update process will benefit from the availability of new statewide modeling tools.



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FREIGHT MOBILITY PLAN



Overview

The Department of Transportation is updating the Goods Movement Action Plan (GMAP) under the title, “California Freight Mobility Plan.” The GMAP was issued by the California Business, Transportation and Housing Agency (Agency) and the California Environmental Protection Agency (Cal/EPA) in two phases in 2005 and 2007. Caltrans expects to again partner with the Agency, Cal/EPA, and others on the Freight Mobility Plan. The schedule calls for a draft plan to be developed for the December 2012 CIB Interim Report and a final plan, using modeling tools that are currently under development, to be completed by 2015 for incorporation into the California Transportation Plan (CTP).

Background

The original GMAP was a major milestone in statewide policy and planning for freight transportation, trade corridors, and related air quality issues. It was developed in response to congestion problems at the ports of Los Angeles and Long Beach, state economic stimulus initiatives, and public concerns regarding community, health, and environmental impacts. Precursor studies and plans to the GMAP include the 1998 Statewide

Goods Movement Strategy and the Global Gateways Development Program in 2002.

The GMAP helped guide project selection for the allocation of funds under the \$2 billion Trade Corridors Improvement Fund (TCIF) program, authorized by the voter-approved Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B). Approximately 200 candidate projects were identified in the GMAP, representing potential investments in congestion relief, infrastructure improvements, emissions reduction, public health and environmental impact mitigation, security, and public safety. Many of the GMAP projects were selected for funding under the TCIF program and are now in the final stages of project development or under construction.

Purpose of the Freight Mobility Plan

Like the GMAP, the Freight Mobility Plan will address current conditions, future trends, and major issues in goods movement across all modes and regions of California. Further, the Freight Mobility Plan will devote more attention to community impact issues, take a more in-depth look at trucking, and more thoroughly identify the freight needs of all regions of California. This update will also benefit from important regional freight plans and studies being conducted by partner agencies and will draw from recent freight industry plans developed by seaports, railroads, and others.

The Freight Mobility Plan will revisit and, as appropriate, renew the following underlying GMAP goals:

- Promote economic growth
- Encourage job creation
- Increase mobility
- Enhance public safety and security
- Address environmental challenges

Updating the GMAP – New Considerations

Since the GMAP, a variety of considerations have emerged for the Freight Mobility Plan:

- New legislation and mandates, including SB 375 and sustainable communities.
- Climate change (AB 32 goals) and mitigation of greenhouse gas emissions.
- Adaptation to sea level rise.
- New trends in international and interstate goods movement, including the Panama Canal expansion.
- Regional differences throughout the state in goods movement -- e.g., rural truck access, farm-to-market trade, and border ports of entry.
- How to best obtain substantive input from truck and rail freight carriers, the logistics industry, port authorities, local and regional government agencies, affected communities, businesses, labor, environmental groups, research and academia, and other stakeholders.
- Developing criteria to evaluate projects and establish priorities.
- Integration with other state plans and programs.

Scoping Study – A Plan for the Plan

As an initial step in developing the Plan, Caltrans is conducting a Scoping Study to identify and prioritize key issues, assemble up-to-date information, identify stakeholders, obtain initial input, and analyze major issues. To assist in this effort, Caltrans has contracted with California State University, Long Beach (CSULB) and University of Southern California (USC), which together comprise the METRANS Transportation Center. METRANS's expertise in goods movement, international trade, and mobility of urban populations brings cutting-edge knowledge to this planning process. The results of this work will be included in the freight component of the December 2012 CIB Interim Report.



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CALIFORNIA STATE RAIL PLAN



Overview

The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 requires that a state rail plan be developed and updated every five years. In addition, California Government Code Section 14036 requires the California Department of Transportation to complete a 10-year rail plan with both passenger and freight rail elements, and that the rail plan be updated every two years.

Background

The development of the California State Rail Plan will coincide with the California Interregional Blueprint Interim Report in December 2012. A draft State Rail Plan will be available to the public for review at the end of 2012. Responses to comments will be included in the final California State Rail Plan in early 2013.

Purpose of the State Rail Plan

The California State Rail Plan (Rail Plan) establishes a statewide vision, sets priorities, and develops implementation strategies to enhance passenger and freight rail service in the public interest. It will serve as a basis for federal and state rail investments within the state for high speed and intercity passenger rail. The vision, priorities and implementation strategies established in the Rail Plan will support the State's goal of an integrated, multimodal transportation system. This Rail Plan will be the first planning document that fully integrates the planned California high-speed rail system with the existing and proposed conventional rail system.



Updating the State Rail Plan

The Division of Rail has been approved for approximately \$3 million in High-Speed Intercity Passenger Rail (HSIPR) grants from the Federal Rail Administration (FRA) for the development of the State Rail Plan. This includes developing associated Service Development Plans (SDPs) for the Pacific Surfliner, Coast Daylight and the San Joaquin corridors. The Division has entered into a consultant contract with AECOM and Cambridge Systematics to help develop the Rail Plan. The SDPs will be developed first and used as input into the final overall Rail Plan. Business plans for California High-Speed Rail and Capitol Corridor rail services will also be incorporated into the plan. Rail stakeholders, partners and the public will be involved in developing the Rail Plan.



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CALIFORNIA AVIATION SYSTEM PLAN



Overview

Caltrans Division of Aeronautics (DOA) prepares the various 'Elements' that collectively make up the California Aviation System Plan (CASP). Because the State of California does not own or operate any of the 246 public use airports in the State, the DOA assumes an oversight role in helping integrate airports and heliports into multimodal transportation planning. The primary goal is for all Californians to enjoy the economic development, public safety, and recreation benefits of a fully integrated system of air facilities.

Background

The State's aeronautics program was established by the Legislature in 1947 and was given statutory mandates to help "...protect the public interest in aeronautics and aeronautical progress..." (Public Utilities Code §21002). Since that time, the DOA has strived to integrate the benefits of aviation into the fabric of California communities.

Airports, with aviation-minded communities, are taking on a role

of economic enterprise hubs, employment centers, mixed-use commercial business centers, bulk cargo transfer centers, multimodal transportation hubs, and more. Airports continue to be vital economic engines supporting the business and air transportation needs of their region in a responsive, time-sensitive manner.

Today's global economy is increasingly dependent upon time-sensitive delivery of goods and services. All around the world, airports are expanding their role as a focal point for business and community activities while concurrently netting substantial economic returns. Yet many of California's public use airports are underutilized, largely because they are not perceived, planned or operated as community or regional commerce centers. Further, many struggle from a lack of necessary transportation infrastructure needed to expand their use into a robust business hub.

In support of advancing aviation's regional benefits, the DOA helps local governments understand how to protect air facilities from incompatible land use development while encouraging aviation-compatible uses. It also works towards an integrated system of air facilities that are well connected to other transportation facilities. A goal of these efforts is to link California communities with easy access to global markets and destinations through air facilities.

Purpose of Aviation Integration

The DOA is working with community leaders to redefine California aviation as a valuable hub of economic and civic activity. At the heart of this is an integrated transportation system that quickly and easily moves goods and persons from traditional downtown cores to aviation-compatible mixed developments at airports.

One reason airports work so well as business and community hubs is that uses can be scaled to match the vision of the community around them. Regardless of whether the airport is a

large commercial carrier hub or a small general aviation facility, it usually has the potential to match the needs of the community it's connected to. A well-connected and community-planned airport can:

- Promote economic growth
- Encourage job creation
- Increase transportation mobility choices
- Provide a high rate of return for limited infrastructure investments

Updating the CASP

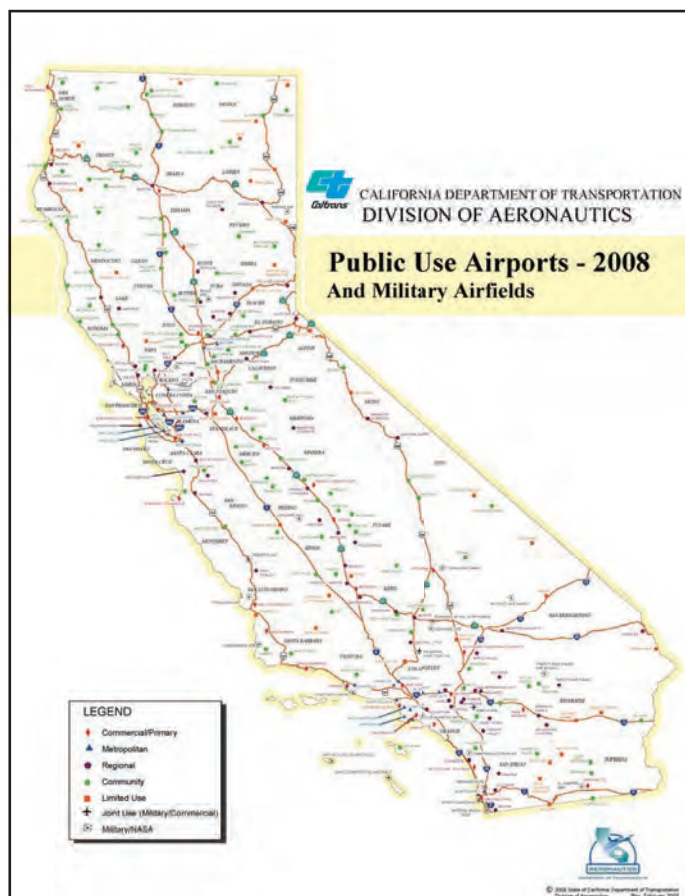
The various CASP elements are adapting to meet the needs of contemporary multimodal transportation planning. The DOA is involved in:

- New research linking airport capacity with multimodal transportation.
- Studies that investigate how to co-utilize highway and aviation weather equipment to affect greater safety for both modes of travel.
- Research that investigates how to better integrate aviation assets within civil emergency response and recovery processes.
- Better incorporation of aviation needs in Regional Transportation Plans and community plans such as General Plans, Specific Plans and zoning codes.
- Regular review of environmental documents for impacts on airports.
- Training and oversight of airport land use compatibility planning.

At no time has this effort been more important than with the initial framing of the California Interregional Blueprint, a comprehensive plan to integrate California's transportation

planning. All of these efforts will be rolled into future publications of the CASP, as well as other transportation planning programs, as appropriate.

So as we continue to improve and redefine multimodal transportation, expect to see an increased aviation presence. Just as other countries and states have begun to better integrate aviation into the core of their regional plans, so too is California beginning to re-capitalize on the benefits of modern aviation.



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STATEWIDE TRANSIT STRATEGIC PLAN



Overview

The California Department of Transportation (Department) Division of Mass Transportation's (DMT) primary responsibility is the oversight and administration of State and federal grant programs that provide funding for operating assistance and capital improvement projects. DMT encourages the development of mass transportation throughout the state, partnering with transit stakeholders, to help find solutions for an efficient transit system.

The Department, in partnership and collaboration with CalACT and the California Transit Association, is developing the Statewide Transit Strategic Plan (STSP). The STSP will assist the Department and its stakeholders in reaching consensus on a common mission and defining achievable goals, and in the process gain a better understanding of present and future roles and responsibilities to support public transportation — the collective vision for California's future transportation system.

Background

The Department is in coordination with the University of California Transportation Center at UCLA to develop the STSP. This plan will be developed over the following phases:

Baseline Conditions Report: Includes the compilation of data and information on existing transit plans, the identification and evaluation of existing and future transit services, a review of funding sources for transit investments and operations, historical statistics on transit performances levels, and a profile of existing transit services and operations.

Stakeholder engagement, forging a vision, and key inputs to a Strategic Issues Document and Action Report: Twenty-four targeted interviews with representatives from transit agencies, elected officials, and stakeholders across the state have been conducted to identify issues.

Preparation of a draft document and final report, including an Executive Summary and Strategic Issues Document: This document will highlight a sustainable transportation system that supports the outcomes of the California Interregional Blueprint and the California Transportation Plan.

Preparation of a Report on Cost-Effective Improvements to Transit: This report will include existing research-based literature to identify cost-effective improvements to transit, and propose some options, their potential negative and positive consequences, and a matrix of findings for a final report.

Purpose of the Statewide Transit Strategic Plan:

The STSP will assist the Department and stakeholders in recognizing transit as part of the larger transportation system. The overall goal is to facilitate the delivery of cost-effective public transit services that will promote multiple objectives including improved mobility, meeting global warming initiatives outlined in AB 32 and SB 375, job access, and environmental improvements. The STSP is scheduled to be completed in the spring of 2012.

The work of the STSP efforts will lead to the development of a strategic issues document and action report that will assist other state efforts such as the California Interregional Blueprint and the California Transportation Plan.

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CALTRANS STATEWIDE PROGRAMS


Along with our long-range planning documents, the CIB integrates critical Caltrans sponsored programs including:


- California Regional Planning Program
- Smart Mobility Framework
- Complete Streets
- California Essential Habitat Connectivity Project
- Climate Action Program
- Regional Advance Mitigation Planning (RAMP)/ Caltrans Statewide Advance Mitigation Initiative (SAMI)

Integrating these statewide programs, provides information and data to help select and fund transportation projects that ensure the sustainability of California's transportation system. The programs are summarized in the following matrix.

Program	Program Purpose	How The Program Supports CIB
<p>California Regional Blueprint Planning Program www.calblueprint.dot.ca.gov/</p> 	<p>Regional Blueprint Planning promotes the linking of transportation, land use, housing, and the environment while developing visions that support transportation plans and projects.</p> <p>Regional Blueprint Planning grants help metropolitan planning organizations and regional transportation planning agencies carry out these visions during public outreach using scenario- planning tools to select community-preferred growth scenarios for future growth and development.</p>	<p>Regional Blueprint Planning and land use visions will complement the CIB and allow the State to define an integrated multimodal transportation system that addresses the State's GHG emissions reduction targets established by AB 32. In addition, more robust modeling and data programs will ensure that this integrated multimodal transportation system builds upon existing regional transportation plans and Regional Blueprint Plans.</p>
<p>Smart Mobility 2010 – A Call to Action for the Next Decade www.dot.ca.gov/hq/tpp/offices/ocp/smf/html</p> 	<p>The Caltrans Smart Mobility 2010 document sets a vision and guide for Caltrans' transformation to a sustainable, multimodal transportation system. <i>Smart Mobility is defined as moving people and freight while enhancing California's economic, environmental, and human resources by emphasizing:</i></p> <ul style="list-style-type: none"> • Convenient and safe multimodal travel • Speed suitability • Accessibility • Management of the circulation network • Efficient use of land 	<p>Smart Mobility Framework provides principles, strategies, place types, and performance measures to guide transportation planning, design, decision-making, implementation, and evaluation throughout Caltrans. These principles, strategies, place types, and performance measures, along with a new study that will test real examples of implementing Smart Mobility into Caltrans' activities, will provide the tools that will assist Caltrans staff in successfully implementing the multimodal, sustainable, interregional transportation system envisioned in the CIB.</p>

Program	Program Purpose	How The Program Supports CIB
<p>Complete Streets www.dot.ca.gov/hq/offices/ocp/complete_streets.html</p> 	<p>Complete Streets are roadways designed to enable safe access for all legal users, including bicyclists, pedestrians, people using mobility aids, motorists, and transit riders of all ages and abilities.</p> <p>Caltrans has revised its policies and adopted the Complete Streets Implementation Action Plan to reflect the need to plan, design, and operate facilities as Complete Streets.</p> <p>There are 73 efforts underway to improve Caltrans' procedures and practices, so Complete Streets can be more fully implemented throughout the statewide transportation system.</p>	<p>Complete Streets policies and actions support the goals of an integrated multimodal transportation system needed to ensure choices for all travelers.</p> <p>Complete Streets also provides further opportunities to address the safety needs of walking and bicycling through specific challenge areas identified in the Strategic Highway Safety Plan and its implementation plan.</p>
<p>California Essential Habitat Connectivity Study www.dot.ca.gov/hq/env/bio/program_efforts.htm</p> 	<p>Caltrans and the California Department of Fish and Game (CDFG) sponsored this study to conserve and ensure the continued existence of California wildlife and biodiversity by integrating natural resource information into planning.</p> <p>By considering environmental impacts of transportation projects early in the planning process, this study will also allow Caltrans and CDFG to meet the requirements set forth in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Section 6001.</p>	<p>The California Essential Habitat Connectivity Study provides a statewide wildlife habitat connectivity map using geographic information systems (GIS) analysis and modeling. These data layers can then be integrated into transportation and land use planning in order to sustain the State's unique natural heritage.</p> <p>When this information is considered in the integrated land use and transportation planning process, this study provides another layer of information for decision-makers when developing a sustainable integrated multimodal transportation system.</p>

Program	Program Purpose	How The Program Supports CIB
<p>Climate Change Program www.dot.ca.gov/hq/tpp/offices/orip/climate_change.html</p> 	<p>The Global Warming Solution Act of 2006 created a comprehensive, multi-year program to reduce GHG emissions in California.</p> <p>In response to AB 32, Governor's Executive Orders, Administrative policies, and related legislative rulings, Caltrans is working closely with the Administration's Climate Action Team (CAT) and the California Air Resources Board to support the development and implementation of the State's climate change objectives.</p> <p>Caltrans is facilitating climate change planning and implementation through the development of guidance on how climate change will impact the State transportation system. Caltrans recently developed Guidance on Incorporating Sea Level Rise for addressing sea level rise concerns in the planning and design of State highway projects. Caltrans is also currently sponsoring research efforts to develop a map of transportation infrastructure critically vulnerable to climate change as well as an informational resource for MPOs and RTPAs to address climate change in Regional Transportation Plans.</p>	<p>Climate Change mitigation and adaptation strategies work towards a sustainable transportation system essential to a successful CIB.</p>

Program	Program Purpose	How The Program Supports CIB
<p>Regional Advance Mitigation Planning (RAMP)/ Caltrans Statewide Advance Mitigation Initiative (SAMI)</p> <p>https://rampcalifornia.water.ca.gov/</p> <p>University of California, Davis</p>  <p><i>In this analysis, University of California, Davis and the agencies selected a region where there was enough demand (infrastructure projects) and supply (conservation opportunities) in proximity. The parcels that meet potential mitigation needs and regional conservation priorities that were identified in the regional “greenprint” received the highest value.</i></p>	<p>Caltrans and the Department of Water Resources, with the assistance of federal and state resource and regulatory agencies, are developing advance mitigation planning programs.</p> <p>Advance mitigation planning will allow state and federal agencies to consider the environmental impacts of several planned infrastructure projects at once. The “advance” time frame will identify regional mitigation opportunities that will satisfy anticipated mitigation requirements early in the project planning and environmental review process.</p> <p>Part of the intent of SAFETEA-LU is to promote streamlining of environmental considerations throughout the transportation planning process, integrate natural resources into the decision-making process early, and early coordination.</p>	<p>RAMP’s benefits to infrastructure will promote sustainable growth in California’s regions, supporting better transportation and land use decisions that can reduce greenhouse gas emissions.</p> <p>As advance mitigation planning is applied in multiple regions, it will also help the State to take the next critical steps to plan for sustainable infrastructure on an interregional basis. By incorporating mitigation planning from multiple regions as they become available, the CIB will become more sustainable.</p>

TOOLS, DATA AND MODELS: Measuring the Performance of the California Interregional Blueprint

The CIB is supported by a package of analytical tools, data, and models that will measure the effectiveness of our plans.

Statewide Model Framework

The statewide model framework consists of three models that are informed by a travel behavior survey (see graphic). The model framework links short-and long-range transportation planning to complement regional planning efforts. The models will be used to test policy scenarios for the California Transportation Plan 2040.

Statewide Freight Model

The Statewide Freight Model is intended to help Caltrans and the Air Resources Board better understand freight movement in California and its impacts on highway infrastructure, transportation networks, highway safety, energy use, and emissions.

Statewide Travel Demand Model

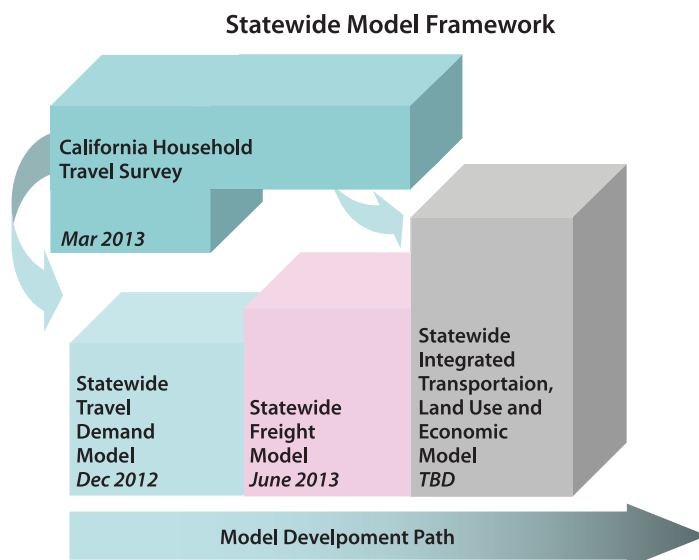
The Statewide Travel Demand Model is a statewide multimodal travel demand model designed to evaluate various transportation strategies. A key output of this model will be estimates of long distance trips between the regions.

Statewide Integrated Transportation, Land Use, and Economic Model (SIM)

The SIM (when fully funded) will forecast the interaction of transportation system investment and land use development. With the interaction of all these models, Caltrans would be in a position to better analyze the impacts of policy plans, programs, and major investments on transportation, the economy, and the built environment on a statewide scale.

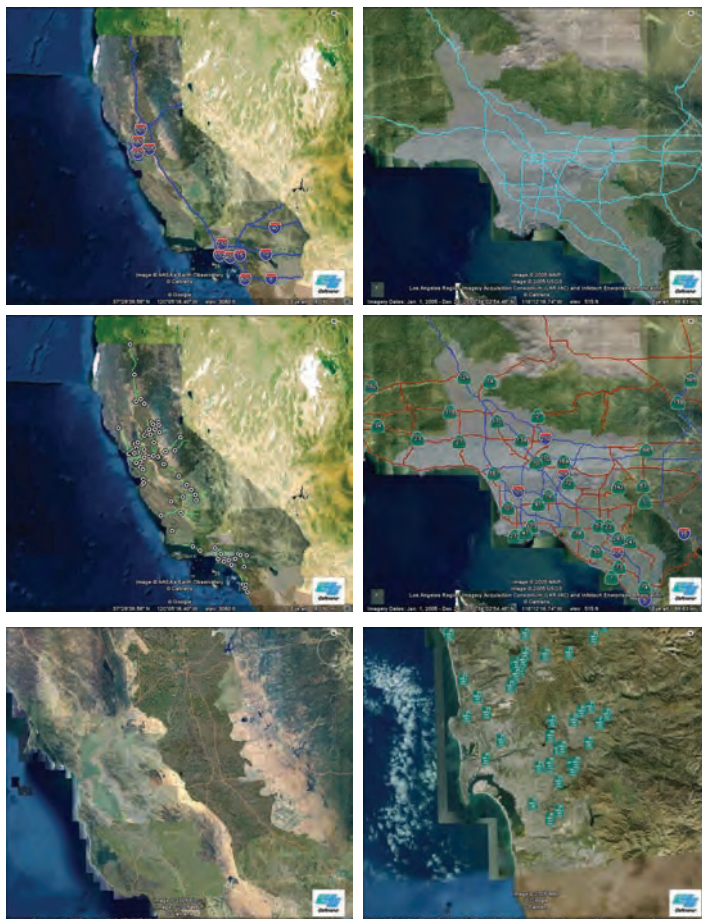
California Household Travel Survey

To combine resources and create a consistent set of data, Caltrans has joined with the California Association of Councils of Governments and regional agencies to develop and implement the 2012 California Household Travel Survey. Regional travel models and the Statewide Travel Demand Model use statewide multimodal regional and interregional household travel behavior surveys during model development to be able to forecast travel behavior.



CALTRANS EARTH

Caltrans Earth (CT Earth) visually brings together the vast amount of transportation and land use information compiled through the CIB. CT Earth provides a web-based data access, sharing and viewing tool through a California focused virtual world created by Caltrans and built on proven technology developed by Google. CT Earth helps Caltrans, other state agencies, and eventually, the general public to make better decisions about our transportation system. CT Earth offers an opportunity for everyone to view information in all phases of projects, including environmental planning, design, construction, and operations. This information includes state highways, rail, transit facilities, environmental resources, current and planned projects and more.



Status of Regional Transportation Plans (RTPs) October 2011

MPO	Date Current RTP Adopted	Date RTP Conformity Determination Issued	Estimated Date of NEXT Adopted RTP
SANDAG	11.30.07	12.10.07	October 2011
SACOG	03.20.08	05.16.08	April 2012
SCAG	05.08.08	06.05.08	April 2012
Tahoe RPA	08.27.08	11.03.08	August 2012
Butte CAG	12.11.08	01.29.09	December 2012
MTC	04.22.09	05.29.09	April 2013
Santa Barbara	10.15.09	Attainment	June 2013
San Luis Obispo	12.08.10	Attainment	December 2013
Fresno (COFCG)	07.29.10	12.14.10	December 2013
Tulare CAG	07.19.10	12.14.10	December 2013
Madera CTC	07.21.10	12.14.10	December 2013
Stanislaus COG	07.21.10	12.14.10	December 2013
San Joaquin COG	07.22.10	12.14.10	December 2013
Kern COG	07.15.10	12.14.10	December 2013
Merced CAG	07.15.10	12.14.10	December 2013
Kings CAG	07.28.10	12.14.10	July 2014
AMBAG	06.09.10	Attainment	June 2014
Shasta CRTPA	07.27.10	Attainment	July 2015



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<http://www.dot.ca.gov/hq/tpp/californiainterregionalblueprint/index.html>.

